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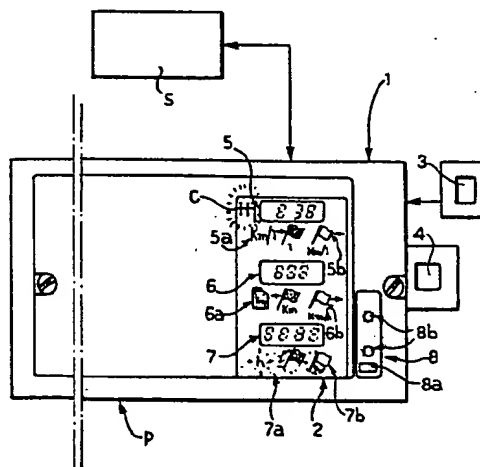
71 Applicant: **FIAT AUTO S.p.A.**
Corso Giovanni Agnelli 200
I-10135 Torino(IT)

(72) Inventor: Cerruti, Eraldo
Via Castelgomberto 36
I-10136 Torino (IT)

⑦4 Representative: Bosotti, Luciano et al,
c/o Jacobacci-Casetta & Perani S.p.A. Via Alfieri, 17
I-10121 Torino(IT)

⑤4 Display device for motor vehicles.

(57) The visual display device is intended for connection to a processing system which detects parameters characteristic of the instantaneous operational state of a motor vehicle and parameters characteristic of the change of this operational state within time. The device includes a visual display unit (2) having separate zones (5, 6, 7) each of which is intended for the presentation, in alternation, of at least one pair of the said signals, and a selector (3) connected to the visual display unit (2) and the operation of which causes the simultaneous alternation of the respective signals on each of the said zones (5, 6, 7).



- 1 -

"Display device for motor vehicles".

The present invention relates to visual display devices and relates particularly to a device for connection to a processing system which monitors parameters characteristic of the instantaneous operational state of a motor vehicle and parameters characteristic of the variation of this operational state with time and which produces signals indicative of the value of these parameters.

Processing systems of the type indicated above are described in Italian utility model application no. 53309-B/80 of the 18.6.1980 and Italian patent application no. 68068-A/81 in the name of the same applicant.

The object of the present invention is to provide a visual display device of the type specified above which is particularly simple and efficient to use and allows the driver of a motor vehicle to receive information on the operational state of the motor vehicle itself clearly and rapidly.

In order to achieve this object, the present invention provides a visual display device of the type specified above characterised in that it comprises:

- a visual display unit having separate zones each of which is intended for the presentation, in alternation, of at least one pair of the said signals, and
- a selector connected to the visual display unit, the operation of which produces the simultaneous alternation of the respective signals on each of the said zones.

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- 3 -

indicators 5a, 6a, 7a and the indicators 5b, 6b, and 7b have a similar disposition.

The visual display device illustrated is intended for connection to a processing system S which monitors parameters characteristic of the operational state of the motor vehicle, and produces with the additional use of further signals which are presented by other instruments (not illustrated) of the dashboard P, signals indicative of the instantaneous value of the fuel consumption, the time, the date, the average fuel consumption, the range of the vehicle on the basis of the instantaneous consumption and the quantity of fuel present in the tank, the average speed of the motor vehicle and the time which has elapsed from an initial instant input into the processing system itself.

The visual display zone 5 is intended for the presentation of signals corresponding to the instantaneous fuel consumption and the average consumption of fuel. The visual display zone 6 is however intended for the presentation of the signals indicative of the range of the motor vehicle and of the average speed of the motor vehicle, while the visual display zone 7 is intended for the display of the time (or the date) and of the time which has elapsed since the initial instant indicated above.

Three auxiliary push buttons 8 are associated with the visual display zone 7 serving as the clock, one of which, indicated 8a, controls the substitution for information relating to the time with that relating to the date while the other two, indicated 8b, are



- 4 -

intended to allow the precise adjustment of the time and of the date.

The push button 3 is connected to the processing system 5 and acts on the visual display unit 2 so that when it is in its released condition, signals corresponding to the instantaneous fuel consumption, the range of the motor vehicle and the time (or the date) are presented on the zones 5, 6 and 7.

In order to facilitate the identification of the signals displayed the corresponding ideographic indicators 5a, 6a and 7a are activated.

Contemporaneously with the display of these signals on the visual display unit 2, an ideogram, for example, a flashing ideogram C, may appear which indicates the selection of a transmission ratio in the gearbox which is not the optimum for minimising the fuel consumption of the vehicle, the indication of the instantaneous fuel consumption possibly being flashed at the same time.

When the push button 3 is pressed and for several seconds after it has been released, the processing system 5 outputs a signal which results in the deactivation of the indicators 5a, 6a, 7a and the simultaneous activation of the indicators 5b, 6b and 7b. At the same time, instead of the signals corresponding to the instantaneous fuel consumption, range and time (or the date) there now appear on the visual display zones 5, 6 and 7 signals indicative of the average fuel consumption, the average speed of the motor vehicle and the time which has elapsed since an

- 5 -

initial instant, indicated above. The presentation of these latter signals may possibly be controlled, as well as by the push button 3, also by a sensor (not illustrated) which detects the condition in which the motor vehicle is stopped with the engine on.

The push button 4 is connected to the processing system S to act as a reset switch. Its actuation thus causes the zeroing of the signals (average fuel consumption, average speed, partial time) indicative of the parameters characteristic of the change with time of the fuel consumption, the speed of the motor vehicle, and the time past, and the simultaneous input of a new initial instant into the processing system S. From the instant at which the push button 4 is actuated, the system S starts a new evaluation cycle of the magnitudes (average, partial cumulative value) indicative of the change with time of the operational state of the motor vehicle.

The disposition of parts illustrated thus avoids the simultaneous visual display of an excessive number of signals. In the device illustrated, they are presented in two groups of signals. The two groups are presented as alternatives to each other by operation of the push button 3. The identification of the group of parameters being presented is facilitated by the presence of the indicators 5a, 6a, 7a and 5b, 6b, 7b and the alignment of the indicators corresponding to the members of a single group.

Naturally, the effects of the present invention also extend to embodiments which achieve equal utility

- 6 -

by using the same innovative concept and particularly
t: visual display devices intended for connection to
processing systems of the type described in the patent
application no. 53309-B/80 mentioned above, which pro-
duce signals corresponding to the remaining part of a
journey before a predetermined stage is reached, such
as the quantity of fuel, the distance to be travelled
before arrival and the time necessary for completion
of the journey.

10 In this case, as illustrated schematically in
the drawing, the push button 3, or a member equivalent
thereto, will also be able to control the presentation
of the signals on the zones 5, 6, 7 and the activation
of the corresponding ideographic indicators (chequered
15 flags).

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CLAIMS:

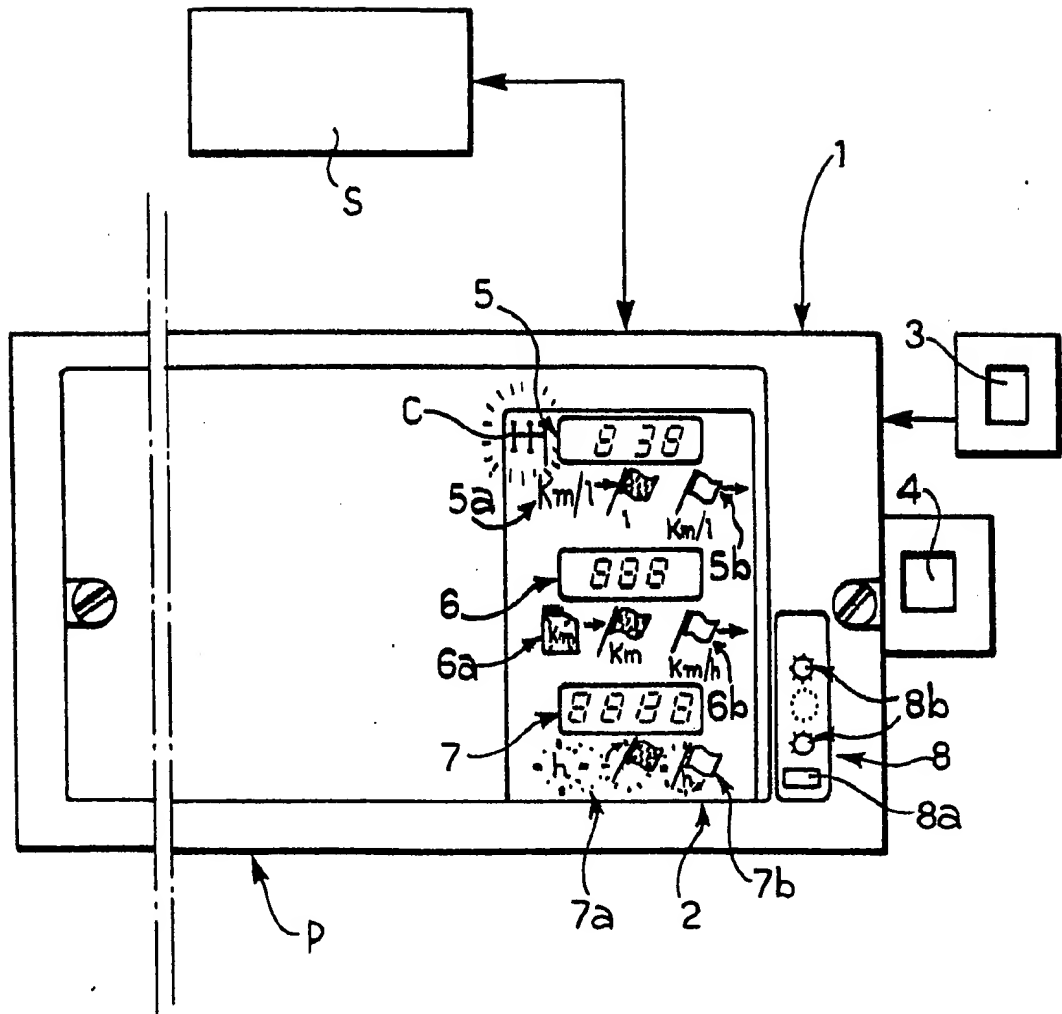
1. Visual display device for connection to a processing system which monitors parameters characteristic of the instantaneous operational state of a motor vehicle and parameters characteristic of the change of this operational state with time and which produces signals indicative of the value of these parameters, characterised in that it comprises:
- a visual display unit (2) having separate zones (5, 6, 7) each of which is intended for the presentation, in alternation, of at least one pair of the said signals, and
 - a selector (3) connected to the visual display unit (2), the operation of which produces the simultaneous alternation of the respective signals in each of the said zones (5, 6, 7).
2. Device according to Claim 1 for connection to a processing system which produces signals indicative of the value of parameters characteristic of changes in the operational state of the motor vehicle with time starting from an initial predetermined instant, characterised in that it includes a resetting switch (4), the operation of which causes the zeroing of at least some of the signals indicative of the parameters which are characteristic of the change with time of the operational parameters of the motor vehicle and the inputting of a new starting instant in the processing system.
3. Device according to Claim 1 or Claim 2, characterised in that at least two ideographic indicators

(5a, 5b; 6a, 6b; 7a, 7b) are associated with each of the zones (5, 6, 7) and are activated in alternation by the said selector (3) to allow the identification of the signals being presented.

5 4. Device according to Claim 1, characterised in that segment-type digital visual display elements are associated with at least some of the said zones (5, 6, 7).

10 5. Device according to Claim 2, characterised in that the said visual display zones (5, 6, 7) are aligned with each other and in that the indicators (5a, 6a, 7a; 5b, 6b, 7b) operated simultaneously by the selector (3) are aligned in a similar manner to the said zones (5, 6, 7).

15 6. Device according to any one of the preceding claims, characterised in that at least the visual display unit (2) is incorporated in the dashboard (P) of the motor vehicle.





European Patent
Office

EUROPEAN SEARCH REPORT

0091887

Application number

EP 83 83 0066

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl. 3)
X	FR-A-2 400 238 (BAYERISCHE MOTOREN WERKE A.G.) * Page 12, lines 1-14; figure 1 *	1,4	B 60 Q 9/00
X	--- DE INGENIEUR, vol. 92, no. 27, July 1980, pages 9-13, Den Haag, NL. J.J. DERKSEN: "Elektronica en de auto" * Figures 6-8 *	1,4,6	
X	--- US-A-4 109 235 (BOUTHORS) * Column 3, lines 13-19; column 4, lines 19-22; figures 1,2 *	1,3	

			TECHNICAL FIELDS SEARCHED (Int. Cl. 3)
			B 60 Q 9/00 G 09 F 9/00 B 60 Q 3/04
The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 04-08-1983	Examiner ONILLON C.G.A.
CATEGORY OF CITED DOCUMENTS			
X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document		T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document	

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